

**Leesburg Standing Residential Traffic Committee
Minutes of Monday, July 3, 2006**

The Leesburg Standing Residential Traffic Committee met on Monday, July 3, 2006, in the Lower Level Conference Room of the Municipal Government Center, 25 West Market Street, Leesburg, Virginia. The meeting was called to order at 7:12 p.m.

Members Present

Elizabeth Whiting, Chair
Terry Elvers, Vice Chair
Tom Marshall
Kerry Roberts
Brian Rolston

Town Staff Present

Calvin Grow
Mike Bomgardner
Mark McCartney
Jim Chandler
Kathleen Leidich

Members of Public

Lora Kite
Sharon Wright

1. *Welcome of new members; election of chair and vice chair:* The Committee welcomed new members Tom Marshall and Kerry Roberts. Liz Whiting offered an overview of how the Town Council's approval of the Residential Traffic Task Force 2000 report formed the basis for establishing the Committee, sets the goals they try to achieve and adopts a traffic calming program that the Committee implements in support of the Town. Liz Whiting noted that the Committee is unique among Town committees and commissions, in that appointive liaisons from the Town Council and Planning Commission and Town staff are voting members, and this facilitates a process that yields practical results. Everyone present shared a brief summary of their background and interest.

Liz Whiting announced that as this was the organizational meeting of the Committee for the new year, election of a Chair and Vice-Chair were in order. On *motion* by Terry Elvers, *seconded* by Tom Marshall, *the Committee re-elected Liz Whiting as chair for 2006-2007, with Liz Whiting abstaining.* Thereafter, on *motion* by Tom Marshall, *seconded* by Brian Rolston, *the Committee elected Terry Elvers as vice-chair for 2006-2007, with Terry Elvers abstaining.*

2. *Minutes:* On *motion* by Brian Rolston, *seconded* by Terry Elvers, *the minutes for the June 5, 2006 meeting were approved unanimously as presented.*

3. *Public Comment:* There was no public comment.

4. *VRTA matters; SRTC terms:* (i) Kathleen Leidich reported that although the site selection process for a new VRTA hub seemed to be nearing completion, she felt she could not offer more information than that the most promising site has been among the list of sites from the beginning. She explained that major criteria are the needs for sheltered space, with bathrooms, of approximately 1500 square feet as well as stacking space for up to four buses. She hopes to be able to report the final site selection at the August meeting.

5. *Follow-up speed studies at Rockbridge Drive/York Lane:* Mike Bomgardner reported that follow-up traffic studies did not reveal average speeds of 31 mph or greater. The Committee recommended that the location be recommended for selective enforcement if the studies showed peak speeds at particular, recurring times.

6. *Update on '07 budget request:* Calvin Grow reported that bids for the Town's requirements contract on asphalt, raised crosswalks, and related road and sidewalk construction items will place the average speed cushion cost at \$11,000.00 and average raised pedestrian crosswalk cost at \$10,000.00. Other than agreeing that the Town should usefully group the first two S.W. Ad Hoc Committee crosswalk/cushions with the first batch of improvements awarded by the Town, the Committee agreed to revisit FY '07 budget recommendations at the August meeting, with the hope that the discussion will be enhanced by fuller Committee attendance and the opportunity for new members to review the Residential Traffic Task Force Report.

7. *Evergreen Meadows (Alpine Drive) speed study:* Mark McCartney reported that SMART trailer results showed average speeds of 22 mph, an unsurprising reduction for the initial "stealth" studies that yielded a 27 mph average reported at June's meeting. The Committee felt no further follow-up was warranted at this time.

8 and 9. *Woods Edge Drive study results:* Mike Bomgardner presented a map depicting sight distance studies the Committee requested at the June meeting and indicated that minimums are met, but that a tree near the intersection with Lackawanna Way may present a future problem. Although SMART trailer studies showed average speeds of 20 and 25 mph, the Committee was concerned with the peak speeds of 41 and 39 mph and staff acknowledged that speed averages tend to be deflated when the trailer is in use. The Committee asked Mrs. Kite and Mrs. Wright whether speed cushions or raised crosswalks offered effective solutions. They reported that the speeding problem did not emerge until after stop signs that were in place before the streets were turned over to the Town were removed and that they believe all-way stops were the better solution. The Committee agreed that continuing build-out of the communities feeding traffic on this road and increased usage of Edwards Landing Park suggest that nothing is programmed to relieve the situation on Woods Edge Drive. Calvin Grow supported the staff recommendation that all-way stops are not warranted under the Manual on Uniform Traffic Control Devices (MUTCD), but noted that while average speeds are not affected, cut-through traffic does decrease after all-way stops are installed. A *motion* by Terry Elvers, *seconded* by Tom Marshall, for *recommending installation of all-way stops at the intersection of Woods Edge Drive with Tinsman Court and Lackawanna Way*, was approved, with Elvers, Marshall, Roberts, Rolston and Whiting voting "aye," Grow and McCartney "nay" and Chandler abstaining. Calvin Grow indicated that the matter would be on the July 24th work session and July 25th regular meeting of the Town Council. The Committee urged that the Community participate at both meetings.

10. *Enhanced education and enforcement at pedestrian crossings:* Calvin Grow reported several favorable comments were received by use of the programmable signs noting that drivers must yield to pedestrians in the crosswalk and the 25 mph maximum.

Mark McCartney indicated that he was unaware of any tickets being written. The Committee commended the education effort as the schools let out for the summer.

11. *Oakcrest Manor Drive speed cushion request:* Mark McCartney reported that SMART trailer results showed average speeds of 23 mph. The Committee felt no further follow-up is warranted at this time.

12. *Heritage Way Cut-through Truck Restriction:* Calvin Grow indicated that the Town Attorney concurred with the proposal of conducting studies required by the cut-through restriction policy so that information will be available at the required public hearing; he is undertaking those now. He will let the Committee know when the public hearing is scheduled.

13. *Tavistock Drive at McAllister Drive, Governors Drive at Tuscarora Drive, Ashton Drive speed studies; pedestrian laws:* Mark McCartney reported SMART trailer results showed an average speed of 28 mph and the Committee was concerned that a peak speed of 53 mph was registered in the Tavistock Drive study. Mark McCartney noted the 25 and 27 mph averages on Governors Drive and Calvin Grow noted that an inquiry by the Mayor prompted this study. This is generally in the location recommended by the S.W. Ad Hoc Committee for their third-recommended speed cushion that repeat “stealth” studies have shown to be warranted. Mark McCartney also reported SMART trailer results showed an average speed of 23 mph at #209 Ashton Drive, and indicated that he saw this study as another “public education” function. Finally, Mark McCartney shared correspondence with a citizen in which he incorporated all of the state laws dealing with pedestrians.

14. *Iron fence vs. board-on-board fence along Fort Evans development bounded by the Route 15 By-pass:* Mike Bomgardner reported that with a \$20.00/linear foot cost of board-on-board fencing vs. \$64.00/linear foot for extending the metal fencing along the By-pass, an amount equal to the Committee’s FY ’07 budget would be required to close the gap. While the Committee is disappointed that the businesses relocating onto Fort Evans Road are declining to do more than the six foot (6’) board-on-board fencing, the consensus was that there was nothing further to be done at present.

15. *Ida Lee trail status:* Calvin Grow reported that Parks & Recreation Department will be receiving bids on this project to extend the on-site trail to a pedestrian crossing on Old Waterford Road just east of its intersection with Fairview Street. Liz Whiting suggested the Town look into locating a further section of the trail on Morven Park property so that the crossing could be located at Fairview Street.

16. *Committee concerns:* (i) Terry Elvers asked about the status of VDOT removal of signs along the west side of Route 15 approaching Leesburg from the north. Calvin Grow reported that there didn’t appear to be any change; he will attempt to get updated information for the August meeting. (ii) Jim Chandler reported that his investigation confirmed that illegal cut-through vehicle traffic between the Ida Lee Parking lot and

Rust Library was occurring frequently enough to leave established physical evidence. He indicated that three appropriate responses would include placement of (a) a bench (to match other benches in use there), (b) bollards or (c) street lights, any of which would preclude vehicle cut-throughs. [Recommendations for the preferred response, after allowing input by Leesburg Parks & Recreation and Rust Library staff, would be appropriate at the August 14th meeting.] (iii) Jim Chandler also reported that the Town had awarded a contract for the transportation planning study recommended by the newly updated Town Plan, which is expected to take about a year, and that the enhanced support role that will be undertaken by Town staff to keep the contract price down will lead to the development of databases tracking and analyzing information, such as traffic vehicle counts, routinely collected over periods of time by Town staff. Jim Chandler presented the mapping of historic traffic counts and indicated that VDOT data would be added to this. He is enthusiastic that this will lead to the Town tracking evolving data in ways that will prove helpful to decision-making. Discussion noted that the 2000 Residential Traffic Task Force Report noted the need for a "Northwest Passage," then mapped as extending from Union Street to Old Waterford Road across the Loudoun County Public Schools (LCPS) property now being turned into a Senior Center. While noting that a path appeared available that would not involve disinterring and reintering any remains, the Committee was also reminded that an alternate path might be available in relation with the LCPS development of a high school on the O'Connor tract north of Town, through a low section of Morven Park land to Old Waterford Road, which would also benefit the Dupont Equine Medical Center since it would get their clients off the narrow roads in the historic district.

The meeting adjourned at 8:50 pm. The next meeting is Monday, August 14, 2006, at 7:00 pm. Staff is to contact Liz Whiting if anything arises needing Committee consideration in the interim.